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INFORMATION REPORT

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COUNTRY: Czechoslovakia

SUBJECT: Road Data - Vysni Svidnik, Stropkov, Presov, Bardejov & Vicinity

REPORT NO.

DATE DIST: Jul 1956 50X1

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SUPPLEMENT TO REPORT # 50X1

STATE | ARMY | NAVY | AIR | FBI | AEC

50X1

1. A loose-surfaced, all-weather road (No 903 on legend) ran from Presov northward to Zborov via Bardejov (Bardjov). Another loose-surfaced all-weather road (No 903 on legend) ran from Presov northeast toward Poland via Vysni Svidnik.

2. The subbase of the roads consisted of rocks and sand-loam. The road base was of crushed rock and cinders. The top layer was of crushed rock surfaced with sand. During World War II and until 1954 Soviet tanks, in addition to various other military vehicles, travelled these roads. The roads were over eight meters wide and were crowned for easy drainage. The roads were periodically inspected and maintained by work crews.

3. A hard-surfaced, all-weather road (No 924 on legend) which was considered to be a highway, ran from Tylawia northward to Jaslo. Tylawia is located approximately 20 kilometers north northeast of Vysni Svidnik in Poland. This highway joins up with the loose-surfaced, all-weather road which runs from Presov to Poland via Vysni Svidnik.

4. A loose-surfaced, all-weather road (No 909 on legend) ran from Vysni Svidnik northwest to Hlavni Mirosov and from Vysni Svidnik southward to Bobra via Stropkov. From Stropkov this same type of road goes eastward to Krasny Brod. Another loose-surfaced, all-weather road (No 909 on legend) ran from Kurima west northwest and southward from Kurima to where it joined the all-weather road which ran from Presov eastward to Hanusovce.

5. The roads were approximately five meters wide. They were not constructed for heavy usage but they could bear heavy traffic. The subbase of the roads consisted of rocks and sand-loam. The top layer was of crushed rock surfaced with sand. The roads were not crowned nor did they have drainage ditches running alongside. Periodically the villagers, farmers and foresters repaired and resurfaced the roads.

6. A number of loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Okruhle, Hoslin, Carno and Kruslova. All of these were located south, west, northwest and north of Vysni Svidnik. More loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Chotca, Gribov, and Dobroslava. These were located southeast, east and northeast of Vysni Svidnik.

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7. The dirt roads were approximately five meters wide and were considered to be principal dirt roads. Occasionally the farmers and villagers resurfaced and regraded the dirt roads. These dirt roads were heavily travelled upon because this area contained dense woodlands and lumber was hauled out. These roads could bear heavy traffic in the winter when the ground was frozen and in some instances during the summer because the dirt roads were regraded and resurfaced so that travel into the woodlands was made easier. The terrain through which these dirt roads ran was hilly.

8. A number of loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the same vicinity as the principal dirt roads but these were considered to be secondary roads. These were also approximately five meters wide. At one time these were cart tracks which were used for short cuts and inter-village communications. The secondary roads were not crowned, nor did they have shallow drainage ditches running alongside.

9. A number of cart tracks (No 934 on legend) ran in the same vicinity as the principal and secondary dirt roads. The cart tracks were used for short cuts and inter-village and farm communications. They were from two to three meters wide and were occasionally maintained. The cart tracks could also bear heavy traffic both in winter when the ground was frozen and in summer due to the farmers, villagers and foresters resurfacing and regrading the cart tracks.

-end-

[On file in CIA Map Library is a Central Europe map, scale 1:250,000, AMS Series M508, Sheet N50 of Nowy Sacz, Poland; Czechoslovakia indicating the various roads and cart tracks with legend. (UNCLASSIFIED)]

(1 ENCL.)

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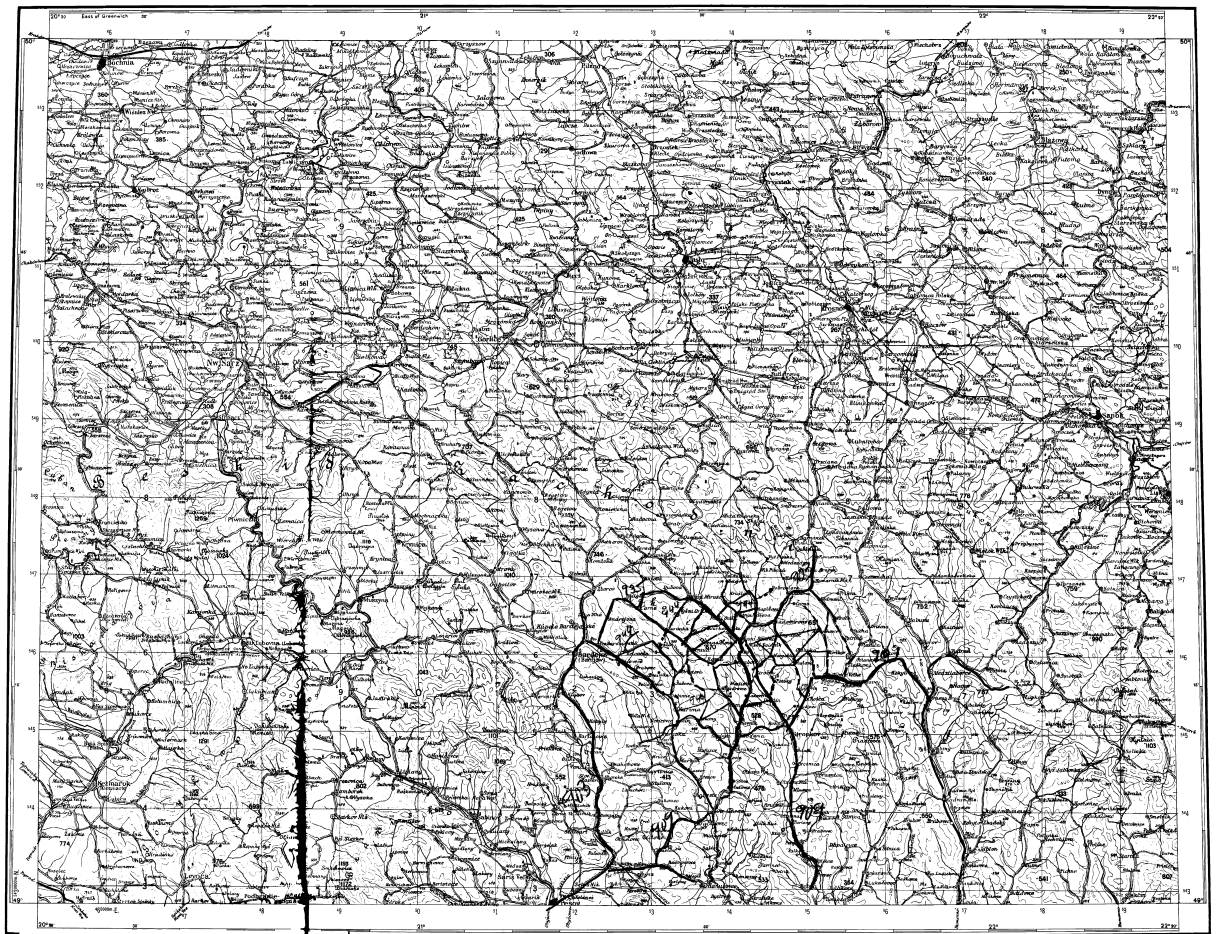
CENTRAL EUROPE 1:250,000

NOWY SĄCZ

SECOND EDITION—AMS

SHEET R 50

AMS SERIES M908



LEGEND

Note: Reliability of road classification is uncertain
Note. La précision de la catégorie de routes est douteuse

RAILROADS
CHEMINS DE FER

Normal gauge, 2 or more tracks
Voie normale, à deux ou plusieurs voies
Normal gauge, single track
Voie normale, à voie unique
Normal gauge, under broad line
Voie normale, ligne d'intérêt local
Narrow gauge
Voie étroite
Road Tunnel; Siding; Tunnel
Route, Arrêt; Voie de garage; Tunnel
Tramway
Tramway
Funicular or cable
Funiculaire ou câble
International boundary
Frontière d'état
Church; Monastery; Chapel
Eglise; Monastère; Chapelle
Mosque; Synagogue
Mosquée; Synagogue
Windmill
Moulin
Dam, embankment or dike
Barrage, remblai ou digue
River; Navigable, Unnavigable
Rivière; Navigable, Innavigable
Canal with lock and dams
Canal avec écluse et déchargeur
Ridges; Ferry
Rocks; Bac
Rapids
Rapides
Marsh
Marais
Vineyard
Vigne
Cutting
Tranchée de remblai
Heights in meters
Altitudes en mètres
140 714

HIGHWAYS (Polish)
ROUTES (Polonaises)

All weather roads, metalled
Routes à toutes saisons, empierrées
Main; 2 meters wide or over
Principales; de 6 mètres de largeur ou plus
Modern dual lane surface
Surface moderne sans possibilité
Wooden surface
Surface macadamisée
Secondary; less than 6 meters wide
Secondaires; moins de 6 mètres de largeur
Modern dual lane surface
Surface moderne sans possibilité
Wooden surface
Surface macadamisée
Dry weather roads, unmetalled or unsurfaced
Routes à sec, non empierrées, ou d'entretien irrégulier
Other roads, unmetalled
Autres routes, non empierrées
Cart tracks
Pistes carrossables

ROADS (Czechoslovakia)
ROUTES (Tchécoslovaques)

Main roads with route numbers, metalled, generally 6 meters wide
(including thoroughfares)
Routes principales avec numéros de routes, empierrées,
généralement de 6 mètres de largeur (y compris traversées)
Other main roads, metalled, generally 6 meters wide
Autres routes principales, empierrées, généralement de
6m. de largeur
Secondary roads, metalled, generally 3 to 6 meters wide
Autres routes secondaires, empierrées, généralement de
3 à 6 mètres de largeur
Other roads and cart tracks
Autres chemins et pistes carrossables

GLOSSARY

bagno (bag.)	marais	marsh
bor	bois	wood
brda	forêt	forest
bór	forêt	forest
dolina, -y, -ie	vallée	valley
góra, -y, -e	colline	hill
góry a. -e, -ami	montagne	mountain
droga	route	way, road
droga, -y, -e	route	way, road
folw. (-y, -e)	petit ferme	small, single farm
gajówka (g.)	maison forestière	forest guardhouse
góra, góry	montagne	mountain
górna a. -e, -ami	supérieur	upper
jezioro	lac	lake
jezioro (j.) ost	lac	lake
kępina	peuplement	hedgerow
kolnia	caserne de berger	shepherd's hut
kolonia	colonie, groupe de fermes	colony, group of farms
las, -y, -ie	bois, forêt	wood, forest
leśnictwo (-y, -e, -ie	forêt	forest
les, -y, -ie	bois, forêt	wood, forest
leśnictwo (-y, -e, -ie	région forestière	forest district
mały, -e, -e	petit	small, little
mur, -y, -e	mur	wall
murowa	mur	wall
nadleśnictwo	région forestière	forest district
nadl., nadl.	maison forestière	forest keeper's hut
niżny	inférieur	lower
nowy, -e, -e	nouveau	new
parka	ravin, gorge	ravine, gorge
pastwisko	pâturage	pasture
pokrzywy, -e, -ie (pok)	ortie	nettle
polana	clairière	glade
południe, południowy	sud, au sud	south, southern
potok	cours d'eau	stream
prom (pr.)	bac à voitures	ferry for vehicles
przełęcz (przeł.)	passage	pass
przystanek (przyst.)	arrêt, petit gare	railway halt, railway station
rzą, rządek, -y, -e	rangée, colline	hedgerow, ridge
rzeka	rivière	river
skała	falaise	cliff
stacja kolejowa (st)	gare	railway station
stary, -e, -e (st.)	ancien	old
strażnica	poste de la frontière	frontier guard post
wąwóz	ravin, défilé	ravine, defile
wielki, -a, -e (wiel.)	grand	large, great
wieś	village	village
wilcza	herbage	herbage
wschodni, -a, -e	oriental	eastern
wysoka	Tol	Mt.
wyżna	Tol	Mt.
zachód (zach.)	occident	west
zachód	occidentale	westerly
zagroda	ferme, enclos	farm, enclosure
zatoka	baie, golfe	bay, gulf

KEY TO PRONUNCIATION

a ..... as French ou (nasal)	f ..... as in h wort
c ..... as in ch ch	g ..... as in g ood
ć ..... " in hats, ch in lunch when final	h ..... " in gulf
ch ..... ch in loch (Scots.)	ż ..... " s in pleasure
cz ..... ch in church	sz ..... " s in sugar
dź ..... " in hats, dz in lids when final	w ..... " ch in loch
dż, dż ..... " j in jam	y ..... " i in it, when final, as ē in leaf
e ..... " a in French vin (nasal)	ź ..... " s in pleasure
ę ..... " ie in fiest, before a vowel, as ye in feet	ż, ż ..... " s in pleasure
ł ..... " w in wet, after a vowel, as ow in feet	NOTE: When final b, d, g, z, and v become p, t, k, s, and f respectively

NOTE: For Czechoslovakian glossary and key to pronunciation refer to Sheet R 49

DATUM

GRAND GEODETIC AXIS MEASURED ROAD, ONE LANE ONLY, 3-5 M...
ROAD SURFACE, ALL WEATHER ROAD, TWO LANES WIDE, 5-8 M...
LOOSE SURFACE, ALL WEATHER ROAD, ONE LANE WIDE, 3-5 METE...
LOOSE SURFACE, DRY WEATHER ROAD OR TRAIL, ONE LANE WIDE...

OTHER

CART TRACKS (MORE THAN 2.5 AND LESS THAN 3.5 METERS)
TRAILS (LESS THAN 2.5 METERS)
ROAD SYMBOLS (SOVIET MERCATOR)
SERIES 1250 TOPOGRAPHIC MAP SHEETS ... AS OF 1 JULY 1954

ADJOINING SHEETS

R 51	S 51
R 50	S 50
R 49	S 49

Scale 1:250,000

10 Statute Miles
10 Kilometers
10 Nautical Miles

CONTOUR INTERVAL 100 METERS

TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERED LINES INDICATE THE 10,000-METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 34, INTERNATIONAL SPHEROID

LES TRAITS NUMÉROTÉS EN NOIR INDIQUENT LE QUADRILLAGE MYRIAMÉTRIQUE DE LA PROJECTION MERCATOR TRANSVERSE UNIVERSELLE, FUSEAU 34, ELLIPSOÏDE INTERNATIONAL

THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

LES QUATRE DERNIERS CHIFFRES DES NUMÉROS DE QUADRILLAGE SONT OMIS

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 4°47' EASTERLY FOR THE CENTER OF THE WEST (ONE) TO 7°47' EASTERLY FOR THE CENTER OF THE EAST (TWO). ANNUAL CHANGE IS 7'47' WESTERLY.

LA DÉCLINAISON MAGNÉTIQUE POUR 1955 POUR CETTE FEUILLE VARIE DE 4°47' VERS L'EST POUR LE CENTRE DU BORD OUEST (N 1°) ET 7°47' VERS L'EST POUR LE CENTRE DU BORD EST. VARIATION ANNUELLE NOTÉE DE 7'47' L'EST.

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